

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-12. (Cancelled)

13. **(New)** In a fuel injector (18) for injecting fuel into a combustion chamber of an internal combustion engine, having a pressure booster (3) whose booster piston (4) separates a working chamber (5), which is continuously acted on with fuel by means of a pressure source (1, 2), from a differential pressure chamber (6) that can be pressure-relieved; a pressure change in the differential pressure chamber (6) occurs via an actuation of a servo-valve (22) whose control chamber (36) can be pressure-relieved by means of an on/off valve (32) that also opens or closes a hydraulic connection (21, 38, 30) of the differential pressure chamber (6) to a first return (30) on the low-pressure side, the improvement comprising a first sealing seat (24) sealing a return (30) on the low-pressure side off from a high-pressure region of the servo-valve (22) in the deactivated state of the pressure booster (3), the high-pressure region of the servo-valve (22) including the control chamber (36), a first hydraulic chamber (37), and a second hydraulic chamber (38).

14. **(New)** The fuel injector according to claim 13, wherein the servo-valve (22) is actuated by means of the on/off valve (32) that connects the control chamber (36) to a second return (31).

15. **(New)** The fuel injector according to claim 13, wherein the control chamber (36) of the servo-valve (22) and the first hydraulic chamber (37) are connected to a pressure source (1) via the working chamber (5) of the pressure booster (3).

16. **(New)** The fuel injector according to claim 13, wherein the second hydraulic chamber (38) communicates with the differential pressure chamber (6) via a discharge line (21) that can connect them to a first return (30) on the low-pressure side.

17. **(New)** The fuel injector according to claim 16, wherein the servo-valve piston (23, 46) comprises a first sealing seat (24) that opens or closes the first return (30) and a second sealing seat (25) that opens or closes the first hydraulic chamber (37).

18. **(New)** The fuel injector according to claim 17, wherein the first sealing seat (24) is embodied in the form of a flat seat or a conical seat (40).

19. **(New)** The fuel injector according to claim 17, wherein the first sealing seat (24) is embodied in the form of a conical seat or slider seal.

20. **(New)** The fuel injector according to claim 17, wherein the second sealing seat (25) is embodied in the form of a conical seat (29, 33).

21. **(New)** The fuel injector according to claim 17, wherein the second sealing seat (25) is embodied in the form of a slider seal (43, 44, 45).

22. **(New)** The fuel injector according to claim 16, wherein the servo-valve piston (23) comprises a section encompassed by the second hydraulic chamber (38), which section has an annular surface (34) that is acted on by a residual pressure that moves the servo-valve piston (23) toward its second sealing seat (25) when the first sealing seat (24) is open.

23. **(New)** The fuel injector according to claim 18, wherein the servo-valve piston (23), along with a first sealing seat (24) embodied with a flat seat design, is accommodated in a valve body (26; 27, 28) with a two-part design that compensates for an axial offset.

24. **(New)** The fuel injector according to claim 17, wherein the servo-valve piston (23, 46) is embodied in a one-piece form.